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the REA Lineman

Rural Electrification Administration

U. S. Department of Agriculture

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Washington, D. C.

NEED FOR SAFETY IN DRIVING DESCRIBED BY ILLINOIS WOMAN IN TALK TO REA SYSTEM EMPLOYEES

Editor's note: The Menard co-op in Ill., is one of the most safety-minded of REA systems. The following is part of an address given at a Study Course held by the cooperative.

BY MRS. IRVING WOODRUM

All REA co-ops use automobiles. Therefore they will be interested to know that no single catastrophe in the United States last year approached the daily average of almost 100 lives lost in auto accidents. A booklet issued by the Travelers Insurance Company, which quotes the above figure, states that 35,000 people were killed in traffic accidents in 1940.

Exceeding the speed limit was responsible for 40 percent of the fatalities and 26 percent of the injuries in 1940.

We should take extra precautions on to a main road or when backing out of a street. If there are any children be sure that you know where they are before backing out of the garage.

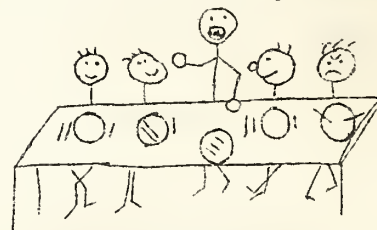
Observe all speed limits, for they are placed there for a definite purpose, safety. Don't forget to signal behind you if you are turning off the road, or if you are stopping. Always watch the car to the right, for it has the right of way.

Why be in such a hurry? What do we do with the time saved in fast driving?

All of us know the rules for safe driving, but let us resolve to drive more carefully and help cut down the loss of life.

REAERS URGED TO ATTEND NATIONAL SAFETY CONGRESS IN CHICAGO, OCTOBER 6-10

The National Safety Congress and Exposition, to be held in Chicago, October 6 to 10, will feature a special REA luncheon at which prominent REA officials will speak. All employees and members of REA systems who can conveniently attend the congress are urged to do so. The REA luncheon will be held October 9. In addition to the luncheon, there will be 3 afternoon sessions devoted to utility safety.



An unusual feature of one of the sessions will be a debate on "Resolved, that the Safety Committees are a vital part of the plant safety program." Two teams of four men each will take sides on this question. At the conclusion of the debate, the audience will have an opportunity to participate in an informal discussion.

G. M. Kintz, district engineer, U. S. Bureau of Mines, Dallas, Texas, will give an illustrated lecture before the Fire Control and Prevention session on "Methods of Extinguishing Flammable Liquid Fires."

At the Sabotage Prevention session, Lt. Harold Mulber, deputy chief of detectives, Michigan State Police, will discuss "Sabotage Prevention from the Viewpoint of Law Enforcement Authorities."

There will be many other features which will interest REA systems.

MAN-POWER LOSS

These Deaths And Accidents Were Reported
To REA During July

DEAD

CONTRACTOR'S EMPLOYEE

John McCarthy--employed by Diehl Construction Company, Jefferson, Iowa.

DEAD

REA SYSTEM EMPLOYEES

Miss. 30 Jones--A. H. Crafts.
Ohio 1 Miami--Russell Monroe.
Minn. 71 Blue Earth--Karl Ringle.
Idaho 17 Fremont--Elmer George.

DEAD

PUBLIC CASES

Florida--Reese Kirkland.
Alabama--Marlin Whitehead.
Colorado--Jack Anderson.
Texas--Mr. Waller.
Texas--William Williams.

DISABLING ACCIDENTS

REA SYSTEM EMPLOYEES

Fla. 14 Clay--Ellihue Flowers, strained back muscles; Frank France, electric burns; W. A. Dick, fractured bone in foot; Willie Dudley, cut on foot.
Miss. 34 Leflore--J. A. Feroben, electric shock, right arm amputated.
Ind. 18 Rush--Thomas Martin, electric shock.
Mich. 42 Mason--Charles Ruba, electric shock.
Minn. 53 Waseca--Kenneth Holta, infected hand. Richard Eleener, cut on head. Elmer Chester, twisted knee.
Nebr. 78 Dawson--Charles Haugherty, eyelid burned by creosote.
Okla. 15 Tillman--Jack Posey, abscess on hand.

DISABLING ACCIDENTS

CONTRACTORS

Ainsworth Construction Co., Meridian, Texas--E. E. Drington, poison ivy; A. T. Jorgenson, eye injury; Addley Hodge, leg cut with ax; B. D. White, foot pierced by hooks; Beauford Daugherty, foot cut by ax; Willie Roberts, poison ivy.

W. L. Coston & Sons, Bessemer, Alabama--Willie Taylor, hand injured.

Davis-Hydaker & Co., Spencerville, Ohio--Herman

Spencer, leg cut with ax; Clayton Hoch, hand pierced by ground rod.

Day & Zimmerman, Salisbury, Maryland--Lee Triplett, poison oak; Richard Hayer, poison ivy; Paul Kiziah, finger injured by hammer; Cloud Johnson, foot injured when crushed by case of lightning arresters; W. W. Carroll, foot cut by ax; Melton Hancock, poison ivy; W. J. Spivey, thorn in thumb; S. L. Thompson, leg cut with ax; Willie Tillman, strained back; J. C. McFayden, strained back; Isian Bennett, foot cut with ax; J. E. Lawks, injured back; Henry Chapman, foot cut with ax; Paul Carswell, hand cut with ax; J. H. Toney, broken nose; Lewis Coats, sprained knee; Robert Wall, sprained knee.

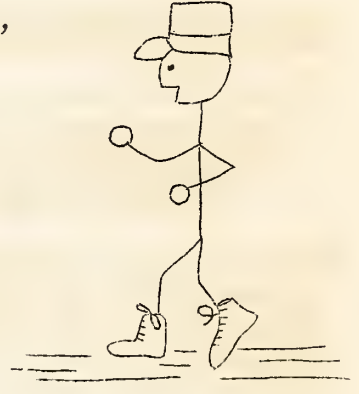
Little Electric Company, Hartsville, S. C.--W. H. Parker, heat exhaustion; Nathaniel Johnson, mashed toe; Edward Moore, finger amputated.

Miller-Baxter Co., Indianapolis, Ind.--Wesley Faulkner, face injury when hit by pike; William West, bruised knee; Harry Byers, twisted ankle; Burrell Hall, strained back.

Quisle & Andrews, Fort Worth, Texas--Elmer Cain, infected hand.

Ivy H. Smith Co., John's Island, S. C.--Will Hall, bruised stomach; Raymond Fulton, lacerated eye.

Wayman & Huenergard, Portland, Oregon--John Shortridge, broken ribs.



4 REA SYSTEM EMPLOYEES
INCLUDED IN 10 DEATHS
REPORTED DURING MONTH

Ten deaths are listed in this issue of the REA LINEMAN. They are classified as:

Contractor's employee ----- 1
REA System employees ----- 4
Public Liability cases ----- 5

The contractor's employee was John McCarty employed by the Diehl Construction Company of Jefferson, Iowa. While McCarty climbed a pole to attempt to remove a ground wire, W. E. Hilgenberg was removing dirt around the bottom of the pole to remove a ground wire. McCarty, evidently shocked, slid down the pole in his safety belt. Hilgenberg employed artificial respiration, but to no avail.

On Miss. 30 Jones, A. H. Crafts, a lineman, was killed while changing a 5-kva transformer to a $1\frac{1}{2}$ -kva. Crafts wore gloves, but they were not rubber ones, as the REA system superintendent ordered.

On Ohio 1 Miami, Russell Monroe was killed while preparing to change a transformer and, like Crafts, was not wearing rubber gloves.

On Minn. 71 Blue Earth, Karl Ringle, lineman, was killed when a ground chain came in contact with current when he and others were changing a pole on a three-phase line.

On Idaho 17 Fremont, Elmer George, lineman, suffered a fractured skull and died later when a pole on which he was working, fell.

In the public-liability cases, Reese Kirkland was killed when the ice truck he was driving crashed into a pole on Fla. 17 Jackson. The impact caused huge chunks of ice to crush Kirkland.

A pole on Ala. 26 Barbour fell over the road. Marlin Whitehead, in an automobile, stopped and got out of the car. He planned to go on another route when he accidentally touched the energized conductor. Three boys saw the fatality.

Jack Anderson, farm hand, was killed when a hay derrick touched the power lines on Colo. 7 Mesa.

A Mr. Waller dropped dead while setting a water pump in a well for a co-op member on Texas 54 Wood. In placing the pipe in the well, he brought it over-

CO-OP MEMBER, STRUCK
BY LIGHTNING, RECOVERS;
BABY KILLED IN HOME

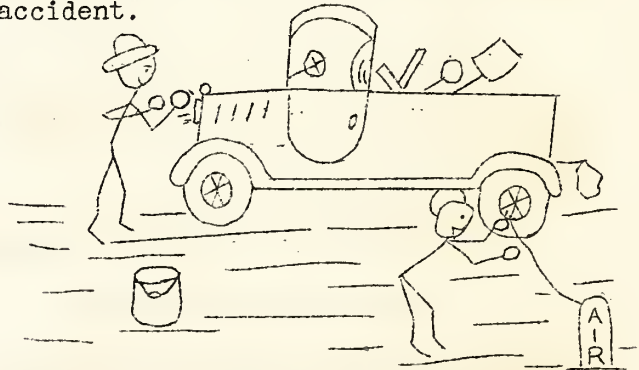
The monthly publication of the Tri-County co-op at Mt. Vernon, Illinois, reports two deplorable accidents, one an act of God, another that might have been prevented.

J. R. Ham, a co-op member, was using a tractor in a field when a storm drove him in. He had just entered the barn with the tractor when lightning hit the barn, knocking Ham unconscious. When he regained consciousness the barn was on fire and the only thing saved was the tractor. The rubber tires on the tractor probably saved Ham's life. Describing another accident, the publication says:

"We have just learned of the tragic death of a baby in Missouri. Unknown to the parents, the child had a wet dipper and in crawling on the floor came in contact with a poorly insulated light cord and was electrocuted."

BE SAFE AND SAVE MONEY

The Laclede co-op of Lebanon, Missouri, reports that it has received a refund on the insurance premium paid on its maintenance truck. The truck operated for two years without an accident.

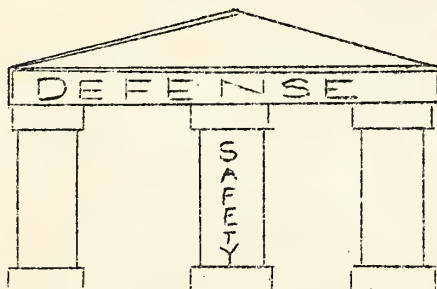


head. Just before he dropped it into the well, Waller dropped dead. It is not certain whether he was electrocuted or died of heart attack.

While driving a truck with a large oil tank, William Williams apparently caught hold of the neutral wire to make clearance and lifted it into the primary wire. He died later of injuries.

THE REA LINEMAN

David A. Fleming, Editor



JOB TRAINING AND NATIONAL DEFENSE

Necessity for job training, which is in various stages of development on REA systems, is shown in the report of ten deaths in this issue of the REA LINEMAN. In this connection, Paul McNutt, Federal Security Administrator, says:

"Far more of a threat to defense production than strikes either by labor or capital is the loss of man days in industry resulting from sickness and accident. For 1940, loss of labor power was 70 times greater from these causes than from strikes."

The REA LINEMAN urges every REA system which has not already done so, to organize and carry out a safety program.

DELAY IN REPORTING ACCIDENTS

One REA system, which shall be nameless, reported accidents last month covering a period from July 1940 to April 1941 inclusive.

Such negligence is serious.

Accidents MUST be reported promptly.

SAFETY-MINDED DIRECTORS

R. R. Dennison, able Virginia-Lancaster manager, believes that all directors of REA systems should get the REA LINEMAN.

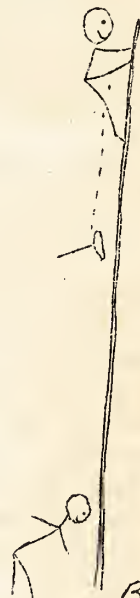
We agree.

However, it may not always be possible to send copies of the REA LINEMAN, of which there are a limited number, to directors. In such cases, we urge line-men to turn their copies over to the directors when they are through with them. There cannot be too many apostles of safety.

LETTERS TO THE EDITOR

"If possible, please increase the number of copies of the REA LINEMAN sent to us each month to eight," writes Robert Thompson, manager of the Fruit Belt Co-op in Michigan. "We are very much interested in this safety publication and are sure a considerable amount of good will be accomplished by it."

"A Safety Story with out words"



Earl Murley, manager of Ind. 40 Knox, says that "We consider the REA LINEMAN very helpful because it keeps us reminded of the importance of safety. Inasmuch as we have six linemen, we would appreciate it if you would send us seven or eight copies of each issue."

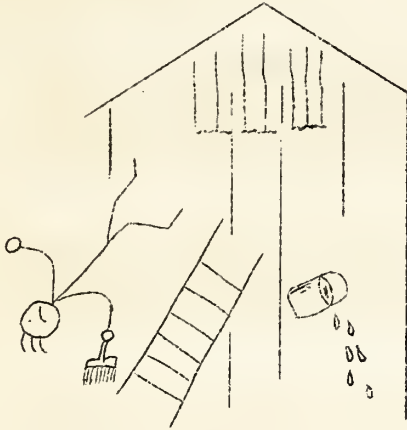
*By W.B. "Slim" Crawford
Morrow Co-op, Mt. Gilead, O.*

Clement Reed, acting superintendent of the Kiwash co-op in Oklahoma, points out that Wilbur Cooper only suffered one broken leg while loading poles, not two, as reported in the June issue.

Safety-mindedness in the south is reflected in the following letter from Miss. 40 Smith: "According to Mr. Pickering who had attended the State Superintendents' meeting at Natchez, the superintendents in this State are very safety-minded. They would like nothing better than to have D. A. Fleming or his assistant meet with them. They are even getting speakers on safety from local telephone companies."

GROVER HILL URGES PREVENTION OF FARM ACCIDENTS IN MESSAGE TO WASHINGTON SAFETY CONFERENCE

Grover B. Hill, Assistant Secretary, U. S. Department of Agriculture, is safety-minded. In a message to the Washington State, Farm and Home Fire and Safety Conference, he said:



"Several years before the inauguration of our employee safety program, problems of preventing fires and accidents on farms had been presented by practically all of the Department bureaus having direct contact with farm operations. Special appropriations were secured and much research was done, particularly on farm fires and explosions. In addition, a number of bulletins, giving the results of this research and making recommendations for the elimination of fire hazards on farms were issued.

"On the problems of preventing farm accidents, however, the same amount of progress has not been made. Although several bureaus have carried on educational programs--such as the work done by the Extension Service through the 4-H clubs, and the Farm Security Administration through resettlement work and other programs, no comprehensive farm safety program covering the many and varied hazards connected with farm operations has yet been worked out.

"The Department's activities directed toward saving our land, water, and forest resources are, after all, only a means toward the accomplishment of our larger objective of providing better living for farm people and of conserving human resources. Certainly

NEW TRUCK IS DEVELOPED FOR HANDLING TRANSFORMERS

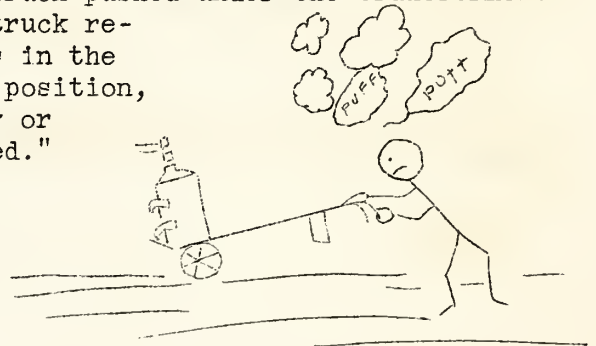
Transformers are not easy things to handle. They have caused quite a few accidents on REA-financed lines.

It is interesting, therefore, to report that the California Industrial Accident Commission has attempted to solve the problem. In a message to the National Safety News, it states:

"The large transformers can be handled only by crane and the very small ones are no problem. But the 'in between' sizes are too small to warrant use of a crane, yet have caused accidents.

"The former method of moving the medium-sized transformers was by means of the conventional two-wheel warehouse hand truck. The workmen would push the transformer away from himself and slide the truck under it. Then he would pull the transformer toward himself and at the same time lift, balance, and hold the transformer on the hand truck. The fact that some of the transformers were full or partly full of oil that would slip back and forth complicated the problem of balance.

"There has now been developed a very low bed three-wheel truck or buggy with a steel-plate bottom. The transformer need be tipped only slightly forward, and the truck pushed under the transformer. The truck remains in the same position, empty or loaded."



the prevention of accidents, with their attendant facilities, human suffering and monetary loss to the farmers and communities in which the injured people reside, is one of the best methods of conserving human resources."

Mr. Hill concluded with the hope "that your Congress will develop a basis for comprehensive and practical farm and home safety program."

National Safety Campaign

By The President Of The United States Of
America

A PROCLAMATION.

The Nation is confronted with a rapidly rising accident toll. At the present rate, the total number of deaths from accidents this year will exceed 100,000. Traffic accidents alone caused 34,500 deaths in 1940, and thus far in the present year there has been an increase of seventeen per cent in traffic fatalities.

By taking a huge toll in life and property, accidents definitely hinder our national defense effort. To insure maximum efficiency we must have maximum safety twenty-four hours a day--not only at work, but also on the highway, at home, everywhere.

The troubled times in which we live must not make us callous or indifferent to human suffering. These unusual times require unusual safety efforts.

NOW, THEREFORE, I, FRANKLIN D. ROOSEVELT, President of the United States of America, do hereby call upon the officers and directors of the National Safety Council to mobilize its nation-wide resources in leading a concerted and intensified campaign against accidents, and do call upon every citizen, in public or private capacity, to enlist in this campaign and do his part in preventing wastage of human and material resources of the Nation through accidents.

IN WITNESS WHEREOF I have hereunto set my hand and caused the seal of the United States of America to be affixed.

DONE at the City of Washington this 18th day of August in the year of our Lord nineteen hundred and forty-one, and of the independence of the United States of America the one hundred and sixty-sixth.

(SEAL)

FRANKLIN D. ROOSEVELT

By the President:

CORDELL HULL,

Secretary of State.

(No. 2502)

(F. R. Doc. 41-6206; Filed, August 20, 1941; 10:28 a. m.)

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IMPORTANCE OF WARNING AGAINST MALICIOUS MISCHIEF EMPHASIZED BY TEXAS CO-OP

The importance of guarding the property of REA systems has been emphasized at recent superintendents' conferences in Washington. In this connection, the following story taken from the news bulletin of the Wharton County (Tex.) Co-operative, is interesting:

"Either some unknown enemy engaged in sabotage or some practical joker with a warped sense of humor has been responsible for some of the numerous outages which have occurred on our lines serving the eastern portion of Wharton County and the lines in Fort Bend County.



"The bad record started with an interruption caused by an army airplane zooming under our line in February, breaking down both conductors. About a week later the same line went out late one evening, and after several hours' patrolling our line-man located a piece of baling wire hung over the line.

"A few days later, about the same time in the evening, the line went out again, and after another long search in the dark, a piece of barbed wire was found hanging over the line in the same neighborhood as before.

"The next interruption occurred a few days later and was unnecessarily long because the member who reported it failed to call back as requested and let our office know if service was off at his neighbors' too. No one else called until the next morning when service was quickly restored. No cause for the interruption was found.

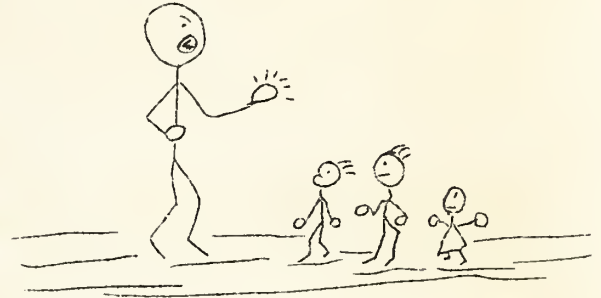
"Lightning caused the next interruption and only a short outage occurred because it was promptly reported.

"The final interruption happened just a few days ago, and was late in the evening, but was reported promptly, and was quickly cleared, although no specific cause was located. The next day, however, our lineman found a dead owl lying

SHOOTING OF INSULATOR DEPRIVES 60 OF CURRENT

Hi-Lites, official organ of the Wayne-White co-op in Illinois, reports how the shooting of an insulator caused inconvenience to many members and expense to the REA system. It states:

"A bullet had cracked an insulator



and damaged the tie wires. Heavy rains caused the crack in the insulator to become moist, allowing the electricity to get to the ground and cause the line to be in trouble. The guilty person could not be chastised too severely.

"The cost of finding this trouble was \$13 or \$14. In addition to this, kwh sales were lost and most important of all, some 60 members were inconvenienced and out of service for several hours.

"We urge that members talk to and advise their children to keep watch and try to prevent some unthinking person who might intend to shoot at an insulator from doing so."

In the July issue of the REA LINEMAN, G. Abbot was listed as an employee of the Wayne-White co-op, when, as a matter of fact, he was an employee of the F. W. Rudy Trucking Company.

at the foot of one of our poles, which might have caused a short circuit.

None of these interruptions was caused by failure of equipment or because of any fault of an employee. It has been a combination of some bad luck, plus some deliberate mischief or childish foolishness. We urge our members to caution children or other persons who might be responsible for the latter, against such a dangerous form of prank."

ILLINOIS CO-OP ACTS
TO MAKE MEMBERS AND
STAFF SAFETY-MINDED

BY MARTIN H. SCHAEFFER
SUPERINTENDENT, ILL. 40 MACOUPIN

The first meeting of the Ill. 40 Macoupin Safety Unit with B. F. Snively, REA Instructor, in charge, was held Wednesday afternoon, July 23, and Thursday, July 24, at Carlinville. A Safety Council Unit for this Cooperative was set up and plans for starting the American Red Cross Course were discussed. The members of the Safety Council in this Cooperative are: Martin H. Schaeffer, Chairman; Homer Virden; Vincil Elliott; Claud McAfee; Tommy Clevenger; Jack Scroggins; Ario Bolestri; Dana O'Donnell; C. R. Jacobi; Verna Rodgers; Wilma Whitlock; W. C. Phillips; Martha Klaus; Margaret Broffey; Edwin Haasis; and Mr. B. F. Snively serving as instructor. Snively is a Registered Safety Engineer with about twenty years of experience in this type of work. He served for eleven years as a Red Cross First-Aid and Electrical Safety Engineer. Before this he was a Safety Engineer with the Power Commission in Canada for ten years.

The purposes for which this unit is formed are:

1. To furnish educational information in promoting safe practices in all phases of work on the lines, in the office, and in the home
2. To train all members in first-aid practices.
3. To train all members in Safety practices.

The regular Safety meeting of the employees of the M.J.M. Electric Cooperative will be held every Monday morning.

The Board of Trustees of our cooperative have been made Honorary Members of the Safety Council of this Cooperative. The Honorary Members of the M.J.M. Electric Cooperative Safety Unit are as follows: Herman F. Dubbelde, W. H. Monke, Gilbert H. Kasten, Adolph Monke, Robert Schweickhardt, John Kallal, L. Wm. O'Malley, Earl Hanold, M. B. Young.

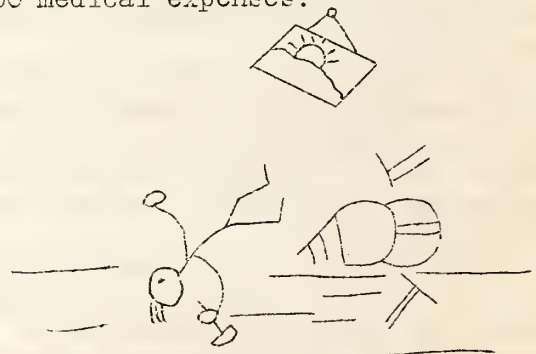
1,250,000 DISABLED EACH YEAR
IN WORK ACCIDENTS; FARMS
TAKE FOURTH OF THIS TOTAL

W. C. Crozer, safety officer, Farm Security Administration, has compiled a list of accidents, taken from his records, which emphasizes the importance of safety committees among the membership of REA systems. It is pointed out that such safety committees need not confine their activities to electricity, but may well include all farm practices. Three of the many accidents, compiled by Crozer follow:

A man 28 years of age ran a splinter in his hand while building a brooder house. First-aid treatment not administered and the wound became infected. 36 days lost time. \$50 medical expense.

Two girls, 14 and 11, were fatally burned when a can of kerosene, stored near the kitchen stove, exploded. Their mother, 34, was also severely burned in the same explosion.

While assisting his father cut wood on a power saw, a 10-year-old boy was badly injured when his coat was caught in the saw. The saw cut a gash 8-inches long in the boy's elbow, cutting arteries and tendons. 150 days lost time. \$100 medical expenses.



Crozer quotes estimate of the National Safety Council which estimate that about 1,250,000 people are disabled each year in work accidents of all kinds and the total economic cost of these accidents is about \$600,000,000. He adds:

"Farm work accidents may be conservatively estimated to account for one-fourth of these losses. In addition to this tremendous accident toll, it is estimated that fires on farms in the United States take approximately 3,500 lines each year and destroy about \$100,000,000 worth of property.